

## Production and Output.

TONNAGE AND DEMAND  
ARE MUCH IMPROVED.

Price of Coke, However, Is  
Still at an Unprofitable Figure.

## FURNACE OPERATORS BUYING

Fuel in the Open Market Rather Than  
Make Coke in Their Own Ovens  
From High Priced Coal—Purchase  
tion, and Shipments Last Week.

The Connellsville coke trade continues to improve in volume and in value, yet it is not sufficiently improved in price to be an attractive commercial proposition to some furnace and finished iron interests. For example, the Republic Iron & Steel Company owns or controls the Acheson and Martin plants in this region. They aggregate 328 ovens and are capable of producing 18,000 tons per month, yet the ownership of these plants have entered the open market and purchased 10,000 tons of coke per month for the balance of the year on contract at prices averaging \$1.70 to \$1.75, rather than operate their ovens and burn up their \$3,000-an-acre Connellsville coal. They have a better appreciation of the value of their Connellsville region property than have most merchant operators.

The H. C. Frick Coke Company have pursued a similar policy in times past, but this year they have abandoned it and are making all their own coke. The fuel demands of the United States Steel Corporation seem to have grown very sensibly during the past few months, and the coke interests have also grown some in wisdom. There is a determined effort to set the price of Connellsville merchant coke at \$2 per ton. It should never sell for less than that price and if any further proof of this statement is needed we have only to refer to the fact that prominent iron and steel interests prefer to shut down their coke ovens in the Connellsville region and buy fuel in the open market when it can be had at less than \$2 a ton.

The central selling agency of agency propositions to the front, and all of these will no doubt be useful in the final analysis. They tend to better prices for the reason that the fewer salesmen the less competition, and the less competition the better the rates. The fight for equitable freight rates on Connellsville coke is formally before the Interstate Commerce Commission and will doubtless be decided in favor of the complainants, since their case is quite clear and the discriminatory rates quite palpable.

The coke region played another good game last week. Instead of striking out, it is credited with a clean home run, and the game has only started. The score board shows that the estimated production last week was 339,288 tons as compared with 322,765 tons the week before, a gain of 16,623 tons. Both the furnace and merchant interests had hand in the running, the former to the extent of 16,716 tons and the latter 8,909 tons.

The batting order, which is to say the running order, also showed improvement, the general average being 5.48 days as compared with 5.25 days of the week previous. The average of the furnace ovens was 5.47 days as against 5.67 days, while the merchant ovens averaged 5.72 days against 5.54 days.

Feehan Says It Provides Less Protection Than Present Laws.

HARRISBURG, March 1.—The new mine code affords less protection to mine workers from dangerous gaseous mines and electricity than the present laws. The code is not progressive legislation and will not meet the desires of the mine workers.

It is the statement made by Francis Feehan.

The Roderick code which is a piece of proposed legislation will be bitterly fought by mine workers as the statement of their leaders after going through it.

Feehan, the miner member of the House, says: "I am against the greater part of the code as it is not mine worker legislation."

It is generally conceded that the present code is not to be compared with the code of two years ago.

Would Test Coal.

If I owned coal about Claysville, I would join with other owners of black fuel in that section and have some test wells drilled for the purpose of learning the extent and quality of the Pittsburgh coal," said a prominent real estate and coal dealer of Waynesburg, who was in Washington recently. "I'd see," said he, "whether or not coal speculators of the country are right when they report that the coal around Claysville is inferior in quality, compared with other coal in Washington county."

Foreign Labor Bound Back.  
The steamship companies report heavy steerage bookings from foreign ports to the industrial regions of Pennsylvania and West Virginia. Word of returning prosperity has reached foreign labor in their native countries.

## Review of the Connellsville Coke Trade.

## Prices and Prospects.

## IRON AND STEEL.

Decision of Interstate Commerce Commission Caused a Chill.

Special to The Weekly Courier.  
NEW YORK, March 1.—The American Metal Market and Metal Iron & Steel Report will say tomorrow:

"There is no disguising the fact that a chill ran through the entire iron and steel trade upon the announcement last week of the Interstate Commerce Commission's sweeping decision against the railroads in the famous advanced rate cases. On all hands the gossip was that railroad purchases, already curtailed, would be curtailed further and opinions that general business would be halted were general."

The disposition of buyers to enter the market was reduced, and the talk which had been indulged in of possible advances in one or two finished products promptly disappeared. The scrap market, being the only branch of the general iron and steel market which is wholly upon an old fashioned trading basis, promptly stepped its advance although a week before it was in a most optimistic vein.

For these results the ten months' ruthless campaign of the railroads is responsible, rather than the actual conditions in the case. The conditions are really favorable, it is only the interpretation which is unfavorable. The railroads should not be chided too severely for the injury their campaign has done the iron and steel market, for they injured their own market.

That for stocks and bonds, to speak frankly—much more seriously.

"As a matter of fact, the iron and steel industry now depends, and has since 1897 depended, upon the replacement of materials the railroads wear out through conducting transportation, rather than upon material bought for extensions. The period of great railroad extension is over. The year of maximum railroad building occurred a quarter century ago and the period of rapid expansion in the number of cars in service is also past. In 1895-7 the railroads took less than 40% of the product of the iron industry, and in 1905-7 less than 35%. They could not in any circumstances as to freight rates do much more, and what they take is chiefly for replacement purposes. Any check to rate advances, by encouraging the movement of freight, operates to the advantage of the iron industry by helping to wear out material, and when the railroads are doing substantially as large a business as ever, with earnings both gross and net going up to the record it is difficult to imagine that they will not be able to replace all the material they wear out in conducting this business."

"The current rate of bookings of steel orders is substantially the same as the February average, which has been a trifle under the rate in the closing days of January, but much better than the average of January as a whole. Finished steel prices and pig iron prices are stationary."

"The coke market is firmer, and sales have been made in the past week at higher prices than were ruling at the beginning of February."

## WEST VIRGINIA COAL.

Given a Slap in Amendment to Ho se Bill.

West Virginia coal received a jolt in Washington when the House adopted an amendment to the naval appropriation bill, that no part of the appropriation for the purchase of coal for the navy shall be used in the transportation of Atlantic coast coal to Pacific coast points.

Chairman Foss, of the Committee on Naval Affairs, protested that the adoption of such an amendment would cripple the navy in the Pacific. He said the naval experts have been unable to discover any coal on the Pacific coast of as good quality or as low in price as the Pocahontas.

While the amendment will probably pass the House, it will be killed in the Senate.

## START WORK

On the Western Maryland on the West Side.

According to the report of Mine Inspector Chauncey B. Ross of the Second Bituminous District, there was no work on the West Side was begun Tuesday.

A number of men are engaged in making samples for depths

of the abutments where the railroad

will cross Leesburg and Marietta

avenues and the O'Possum Run

branch of the Pennsylvania. John

Polyer, superintendent for the H. H. J. Hill Construction Company, has charge of the work.

It will be necessary to ascertain the

nature of the ground at these points

before the cars can be placed for

necessary material.

West Side residents say it will not

be necessary to go down more than

two feet for the base of the abutments

to ride trestles. The ground is said

to be firm, composed mostly of

stones.

Played With Matches.

GREENSBURG, Pa., March 1.—

William, the two year old son of James

Robinson, of Central Works, played

with matches today while his mother

was out and was burned to death.

THE COKE MARKET  
GAINS IN STRENGTH.

Sales Covering Tonnage for  
Balance of Year Report  
ed at \$1.72.

## NEW RATES ARE PROMULGATED

By Railroads on Coal From Connellsville Region Effective March 29.  
Interstate Commission Decision Had  
No Effect in the Coke Market.

Special to The Weekly Courier.  
PICTSBURG, March 1.—The coke trade has gained further in strength in the past week, with good sales at the full quoted prices of a week ago, and slightly higher quotations prevailing today. The slack in the movement appears to have been entirely taken up, so that there is a destination, or all coke produced, and with prospective increases in consumption through more furnaces going into blast an increase in production will be required. This will hardly be attained without further advances in prices, as the great majority of producers will not increase their operations unless they can get higher prices for the product.

The Republic Iron & Steel Company has bought about 10,000 tons of coke for March delivery at \$1.60, ovens, and is understood to have covered for its full remaining requirements for the balance of the year, 10,000 tons a month from March to December inclusive, at between \$1.70 and \$1.75, it makes the bulk of its requirements itself, but customarily buys in the market to round out its tonnage, when running full or nearly full. Late last year it bought a limited tonnage for this year, or all coke produced, and with prospective increases in consumption through more furnaces going into blast an increase in production will be required. This will hardly be attained without further advances in prices, as the great majority of producers will not increase their operations unless they can get higher prices for the product.

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## BIG FREIGHT YARDS AT DICKERSON RUN.

About Hundred Cars of Slag  
a Day Being Used  
to Fill

### FOR ACRES OF NEW TRACKS

Work Has Been in Progress for a Month and It Will Not Be Long Now Until Laying of Tracks Begins—Yards Will Be Joint Ones.

Already the Pittsburg & Lake Erie has begun work on what will in all probability make Dickerson Run the main freight classification point of that road and the new extension of the Western Maryland. A visit to the location of their proposed yards will bear out this statement.

For the past 30 days a gang of about 50 men have been engaged in leveling the land which the company has purchased as a site for their yards. Thousands and thousands of tons of material have been used in making fills. An average of 75 cars a day has been dumped for a month. Slag was used for most part, being brought by the train load from furnaces at McKeeverport.

C. A. Carlson of Liberty, superintendent of the Dickerson Run yards, has had charge of the leveling, assisted by Oscar Donaldson of Dawson, who is in charge of the work train. This morning the second work train was taken to the yards and more men put to work. The largest fills have been made and the balance of the work will consist mostly of leveling the rest of the land.

A better location could hardly have been selected for yards. The Pittsburg & Lake Erie owned about 35 acres of land on the level opposite Dawson to begin with. To this they have added over 20 acres. Their tracks at present consist principally of four yard tracks. All extend as far north as the Star Brick works which is located just above what will be the northern end of the yards. Each will hold over 90 cars.

On the east of these tracks it is figured that about 20 tracks can be laid. In the neighborhood of 15 can be put down on the west side. West of the empty tracks at present there are 10 scale cars, and three material tracks.

When actual work will be started on the laying of the new tracks is not known. From present indications it would appear that the companies intend laying a double track between Connellsville and the proposed terminal.

Fills are being made along the present track, and ties are being distributed along the line at the present time.

Yesterday the last frame house to be destroyed was torn down. It was that of Harvey Wilhelm, yard conductor of the Pittsburg & Lake Erie at Dickerson Run. The long stretch of land that will in the near future be occupied by the yards of the two companies is now practically devoid of anything in the building line.

The location of the former streets can still be made out by the rows of telephone poles.

Following the purchase practically the entire town of Dickerson Run by the railroad company, they at once began the destruction of the place. This part of the work was placed in the Heath Contracting Company of Boston, Mass.

Considerable time was consumed in the tearing down of the houses and other structures. Today there is but one building left, an old fashioned brick house standing just below the roundhouse and repair shops.

### OPPOSE CODE.

**Fire Bosses at Charleroi File Number of Objections.**

Sixty-five bosses of the river district held a meeting last week in Charleroi to perfect an organization and to discuss matters pertaining to mining affairs in which they are interested in the State and district. Organization was effected through the election of Daniel Jones of Friedale, president, and John O'Leary of Belle Vernon, secretary.

One important matter taken up was the proposed mining code. Against this code some objections were filed. By the code fire bosses are required to detect methane, or marsh gas, in the mines at the standard of 1/2 per cent. The previous standard was 2 per cent. The fire bosses argue that the 1/2 per cent standard is too high, and will give the operators too great a hold upon them. Another objection filed was that the code was drawn more in the interest of the operators than it was for the miners.

Another meeting of the organization will be held in two weeks. The local organization is not affiliated with the miners' organization, but is independent.

### A West Virginia Decision.

In a decision recently rendered by a West Virginia square it was held that a company has the right to withhold "doctor money," that is, the amount charged on the books against employees for medical attention.

### Construction At Garwood.

Construction work on the 64 additional ovens at the Garwood plant of the Dunlap-Connellsville Coke Company, at Simpson Station, is being pushed as fast as the weather will permit.

### TREATING MINE TIMBER.

Forestry Expert Says Millions Can Be Saved Annually.

Mine operators of the country can save fully \$12,000,000 a year by treating the timber used underground for props and decreasing the annual replacement necessary by decay from one-third of the same amount. In speaking of the saving in mine timber through preservative treatment, W. P. Sherfesee, in a new bulletin issued by the United States Forest Service says:

"The estimated life of an untreated mine prop is approximately three years. With a proper preservative treatment this life may be increased by approximately ten years, giving a total life for treated props of thirteen years. All of the mine props, both round and square, in use in the United States, contain approximately 500 million cubic feet. About forty per cent of this quantity, or 200 million cubic feet, can be advantageously treated. If no preservative methods were used the annual replacement of this forty per cent amount to one-third of 200 million, or approximately sixty-seven million cubic feet of timber.

"If they were all given a proper preservative treatment the annual replacement would be reduced to one-thirteenth of 200 million, or approximately 15,000,000 cubic feet. Hence, by a proper preservative treatment of all mine timbers which can be treated advantageously, an annual saving would result of approximately 51,700,000 cubic feet, equivalent to 316,000,000 feet, board measure, or more than half of the present annual cut."

### MAKING IMPROVEMENTS.

B. R. & P. to Have Double Track Road in Indiana County.

PITTSBURG, Mar. 1.—Extensive improvements are planned on the Indiana branch of the Buffalo, Rochester & Pittsburg railroad, in Indiana county. A large force of engineers has been surveying for low grades, the cutting out or bettering of curves, and it is expected the double-tracking of the entire branch will soon follow. It is supposed the railroad is preparing to care for large outputs from the mines at Jacksonville, Lucerne and Ernest, and other points.

### COAL OPTIONS

Are Being Taken Up For Tract Near Mill Run.

John H. Prinkey and Charles Newell, Mill Run residents, have for the past two weeks been engaged in securing options on the coal lands in the vicinity of Mill Run and throughout Springfield township.

The building of the Indian Creek Valley railroad has greatly increased the value of coal holdings in that region and it will not be long until active work is started on the work of marketing the product.

Newell and Prinkey are said to have secured options on about 5,000 acres to date. There is thought to be about 12,000 acres of coal in that region, of the Freeport and Kittanning vein.

Most of the options secured so far vary in the length of time until they elapse, and average from four to six months. The holders are said to have prospective buyers in view for this coal field.

### Order for Cars.

The announcement that the New England railroad, a subsidiary of the Lehigh Coal & Navigation Company, had placed an order with the Cambria Steel Company for 500 steel hopper cars of 100,000 tons capacity, was confirmed at the offices of the Cambria Steel Company last week.

Subscribe for The Weekly Courier, only \$1.00 a year in advance.

### CONNELLSVILLE REGION NOTES.

E. Hodgson, president of the Pacific Coast Coal Company of Victoria, B. C., spent Monday in Uniontown and engaged Chemist Alex Flemming to make tests of coal mined by Mr. Hodgson's company. Mr. Flemming will bring the coal back here himself and then make an inspection of the Fayette county coke region. One object of Mr. Hodgson's visit east this time was to look at the coal washeries at Avium, where the Pittsburg & Buffalo Company has 150 tons and 1000 horsepower.

The Pacific Coast Coal Company have one plant producing 1,000 tons of coal per day and are preparing to open another plant. The coal vein is 11 feet thick and is of good quality, but it is desired to set some method to effectively remove the shale slate from the coke.

**COKE NOTES.** Coke Notes COKENO

The Orient Coke Company are putting in 90 additional ovens this week, over the number in blast last week at their works.

The Husted-Semans Coke Company

have in blast at their Husted plant, eight out of their 100 ovens.

Tests are being made with a new type of jig in the washer. The washing jig has been lawns and is said to be giving satisfactory results.

Business at Youngwood Scales has shown great improvement during the past two months. Previous to that time the average number of cars weighed was between 350 and 600; today the average is close to 700, a large percentage of which is coke.

The Semet-Solvay Company at Dunlap has discontinued the use of coal from the Freeport mine of the Dunlap Furnace Company, and now receives its supply from Waltersburg and Smock.

The coke being produced is entirely satisfactory.

The B. & O. last week made two experiments in the use of coke, each of 30 tons. The coke was sent from Pittsburgh to Curtis Bay, Baltimore, from where it was shipped to Galveston, Texas, by boat. It was there transferred into cars and forwarded to the smelters in Nevada.

### LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address, and Ovens in Blast Corrected to  
Saturday, Feb. 25, 1911.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P. O. Address.
26	100	Acme.	W. J. Ratney	New York, N. Y.
10	Acme.	Penn Coke Co.		Uniontown
200	144	Alverton No. 1.	H. C. Frick Coke Co.	Pittsburg
104	100	Alverton No. 2.	H. C. Frick Coke Co.	Pittsburg
267	360	Beauty.	H. C. Frick Coke Co.	Uniontown
125	75	Bethany.	Magee Coke Co.	Pittsburg
200	200	Blitner.	H. C. Frick Coke Co.	Greensburg
75	120	Boyer.	Charlton Furnace Co.	Pittsburg
150	150	Brockton.	H. C. Frick Coke Co.	Pittsburg
150	125	Buckeye.	H. C. Frick Coke Co.	Pittsburg
228	100	Buckeye.	H. C. Frick Coke Co.	Pittsburg
200	100	Calumet.	H. C. Frick Coke Co.	Pittsburg
2	250	Carolyn.	Pearl-CConnellsville Coke Co.	Pittsburg
14	150	Cheswick.	H. C. Frick Coke Co.	Uniontown
150	150	Clare.	Clare Coke Co.	Greensburg
120	120	Clarissa.	James Cochran Sons Co.	Dawson
120	120	Clyde.	H. C. Frick Coke Co.	Pittsburg
120	120	Collier.	H. C. Frick Coke Co.	Pittsburg
225	120	Continental No. 1.	H. C. Frick Coke Co.	Pittsburg
220	120	Continental No. 2.	H. C. Frick Coke Co.	Pittsburg
120	120	Crossland.	H. C. Frick Coke Co.	Pittsburg
254	250	Davidson.	H. C. Frick Coke Co.	Pittsburg
40	40	Dorothy.	H. C. Frick Coke Co.	Pittsburg
40	40	Ellen No. 1.	Whirl Coke Co.	Uniontown
40	40	Ellen No. 2.	Whirl Coke Co.	Uniontown
190	190	Elm Grove.	Hostetter-Connellsville Coke Co.	New York, N. Y.
142	100	Fort Hill.	W. J. Ratney	New York, N. Y.
100	100	Glenarm.	H. C. Frick Coke Co.	Uniontown
100	100	Grace.	W. J. Ratney	New York, N. Y.
100	100	Hedda No. 1.	H. C. Frick Coke Co.	Pittsburg
100	100	Hedda No. 2.	H. C. Frick Coke Co.	Pittsburg
40	40	Hester.	H. C. Frick Coke Co.	Pittsburg
50	50	Hill.	H. C. Frick Coke Co.	Pittsburg
120	120	Homestead.	H. C. Frick Coke Co.	Pittsburg
120	120	Horner.	H. C. Frick Coke Co.	Pittsburg
120	120	Humphrey.	H. C. Frick Coke Co.	Pittsburg
120	120	Junction.	H. C. Frick Coke Co.	Pittsburg
120	120	Kyle.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 1.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 2.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 3.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 4.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 5.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 6.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 7.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 8.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 9.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 10.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 11.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 12.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 13.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 14.	H. C. Frick Coke Co.	Pittsburg
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600	600	Lettengrove No. 28.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 29.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove No. 30.	H. C. Frick Coke Co.	Pittsburg
600	600	Lettengrove		

## TRANSFER TERMINAL IN CONNELLSVILLE.

Less Car Load Lots to Be Reloaded Here for East-  
ern Points.

### FREIGHT HOUSE TO BE LARGED

Connellsville Will Be Most Important  
Point on the System of P. & L. E.  
and W. M. Railroads—Outlet to New  
York—Activity in West.

Connellsville, next to Pittsburg, is to become the most important point on the combined lines of the Western Maryland and Pittsburg & Lake Erie railroads. It will be more than the mere physical dividing point of the two systems for the planks of the railroad companies call for the location of the big transfer terminal at this point. The transfer terminal is an important point on any railroad system. It means the establishment of a large freight house and the employment of scores of freight handlers. It is the point where less carload shipments are reloaded into cars bound for various destinations.

Connellsville may not be a terminal in the fullest sense of the word. That is, this city may not be the point where passenger crews on through runs will lay over. Neither will it be the lay-over point for freight crews; for an announcement is expected within a few days that the main yards of the two railroads will be located at Dickerson Run. The prosperity of Dickerson Run, however, will be largely reflected upon Connellsville.

If Connellsville is not these things, however, it will be the transfer terminal, which means much. Those who have seen the plans for the terminal here say they provide for the location of one of the largest freight depots in this section. There is considerable curiosity why the Pittsburg & Lake Erie secured so much land in the northern section of the West Side; certainly too much for the local freight business it expected to develop, and not sufficient for general yards. The answer is the terminal transfer. Less car load shipments from the Monongahela river division of the Pittsburg & Lake Erie and the new Buckhannon & Northern railroad, which is being built into West Virginia, will be sent to Connellsville for transfer, instead of Pittsburg, as at present. In other words, this is to be the most important terminal for local freights, not excepting Cumberland.

Vast quantities of less carload lots are consigned via the Pittsburg & Lake Erie. Scores of large glass industries are tapped by this railroad and more will be reached by the Buckhannon & Northern. Much of their shipments come in less than carload lots. All of these when consigned to eastern points, will be transferred here. That means employment for scores of freight handlers. Through cars to Baltimore, New York and other eastern cities will be made up here and the through freights originated from this point.

There is one feature never given much publicity which means much to the Western Maryland railroad. That is the outlet into New York. The general impression seems to be that the Western Maryland connecting link is being built between Connellsville and Cumberland for the sole purpose of giving a shorter and better route to Baltimore. While this is a big factor, the fact is that the Pittsburg & Lake Erie is also gaining an opening to New York, one that is almost as short as the route of the Pennsylvania. This is through a traffic agreement which is either in effect, or pending with every assurance of being quickly closed, with the Philadelphia & Reading. The Western Maryland connects with the Philadelphia & Reading at Gettysburg. Through the Philadelphia & Reading entrance is gained also to the profitable Philadelphia terminals.

It is not merely a dream to prophecy that in the near future solid Pullman trains will be running between Pittsburg and New York over the new railroad, trains with a running time rivaling that of the fastest Pennsylvania flyers. Nor is it unlikely that through trains between Chicago, Cleveland and New York will be running through here, solid Pullmans speeding to beat the best time that has yet obtained.

Until fast service is inaugurated over the new line to Cumberland it is expected that all passenger and freight crews will lay over at this point, or Dickerson Run, where the joint yards will be located. After the roadbed and line is in shape for fast running it is probable that the through passenger runs will be from Cumberland to Youngstown, Ohio, where the Lake Erie connects with the Lake Shore & Michigan Southern, an allied New York Central company. The traffic managers may decide on a different arrangement, however, for there is no telling what a traffic department may do. To a layman it would appear that the management will be up against a serious problem in arranging its passenger runs. While Cumberland and Pittsburg would be the natural terminals for runs of this nature, that leaves a short run from Pittsburg to Youngstown. On the Cleveland flyers, however, the natural inference would be a run from Cumberland to Pittsburg and Pittsburg to Cleveland. It may be arranged that passenger crews will get a short run from Cumberland to Connellsville, and from Connellsville to Youngstown. These are problems

which may not be decided until the road is in operation for a year or more.

There is considerable activity on the part of the Western Maryland and its allied interests through Ohio and West Virginia. The Western Maryland is making headway towards linking the Little Kanawha Syndicate's line through Ohio with the Wheeling & Lake Erie and the Western Maryland's line in West Virginia. This is with a view to securing a direct route from the West Virginia coal fields tapped by the Western Maryland with the Great Lakes terminals. The tonnage derived through the connection will be enormous and it is expected to figure largely in the business of the Western Maryland.

### WANT FRANCHISE.

Pennsylvania Railroad Company Seeks to Hold Old South Penn.

A week or two ago a bill was presented in the State Legislature which, while its appearance was very innocent, yet when it was looked into it was found that it allowed the Pennsylvania railroad to retain its grasp on the right of way of the South Penn. In speaking of this matter the Fulton County Republican has this to say: "Again a bill of innocent appearance that would allow the Pennsylvania railroad to keep its grip on the unused South Penn railroad right of way across the State through the lower border counties has crept into the Legislature."

A measure of that breed was killed promptly in the last session when its character was exposed. Its successor was introduced in the House a week ago by Representative Steese of Cumberland county, and is awaiting action by the judiciary general committee.

"Legislators representing the southern counties in which the abandoned South Penn roadbed remains as a relic of the enterprise that was crushed years ago by the Pennsylvania to shoot off cross-State competition gained knowledge of the existence of the Steese bill and its possibilities, and Tuesday they began making an investigation.

The sponsor for the bill is said to have claimed lack of knowledge of any purpose to aid a Pennsylvania railroad scheme, and to have explained that it was handed him by a Cumberland county friend.

"Following the defeat of the bill to extend the South Penn franchise in the last legislature, that franchise, held by Pennsylvania interests, expired July 29, 1898. The forsaken roadbed is still held, however, and the Steese bill would extend title to it for five years.

"Since the franchise came to end, it is said, the way has been open for legal proceedings, by which the original holders of the property condemned for the South Penn line and upon which the roadbed was constructed could regain title through reversion. Such proceedings appear not to have been instituted.

By legislative act extending the title held by the railroad interests the original property owners would lose their claim to the roadbed, and there could be further extensions. Possession of the roadbed intact makes worth while a renewal of franchise at any time."

The conditions surrounding the South Penn and the reasons for the abandoning of the project are too well known to need repetition, but should the franchise lapse it is possible that an electric railway would take up the right of way and then the line—now an overgrown embankment—would become of vast importance to the towns and villages along the line.

### PERMISSIBLE LIST

Of Explosives as Furnished by Federal Testing Station.

A list of "permissible" explosives, tested by the Bureau of Mines at its testing plant at Pittsburg, is given in a circular issued by that bureau. The paper also contains a long summary of precautions advised for the prevention of explosives, with accompanying loss of life. The Bureau of Mines' definition of the term permissible explosives is as follows:

An explosive is called a permissible explosive when it is similar in all respects to the sample that passed certain tests by the National Bureau of Mines, and when it is used in accordance with the conditions prescribed by that bureau.

Permissible explosives give a short and relative cool flame that is less likely to ignite sensitive gunpowder than the ordinary ammonium nitrate.

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## The Weekly Courier.

Entered as second-class matter at the postoffice at Connellsville, Pa.

THE COURIER CO., Publishers.

H. F. McFEEVER,  
President and Managing Editor.  
J. E. S. STORMELL,  
Secretary and Treasurer.One, The Courier Building, 227½ W.  
Main Street, Connellsville, Pa.

THURSDAY MORNING, MARCH 2, 1911.

THE PROPOSED  
NEW MINING CODE.

The synopsis of the proposed new mining code, which we print elsewhere, indicates that Chief Rodenick has profited somewhat by the experience of two years ago. The new code contains nothing drastic or impossible of performance on the part of either employer or employee. This statement is made upon the assumption that the synopsis of the act, which comes from a Harrisburg correspondent, omits nothing of vital importance.

A notable feature of the bill is the fact that, in the matter of permissible explosives, the decision of the Pittsburgh Testing Station of the Federal Bureau of Mines is to be final and conclusive. It indicates the determination of the State and Federal authorities to work in conjunction in the matter of formulating proper mining methods and the determination will be applied by the mining interests and the public generally. The Pittsburgh Testing Station is contributing some valuable information to the mining industry and there is no reason to suspect that it is not entirely unbiased and altogether worth of confidence. It is therefore proper and necessary that it should have the weight of authority conferred upon it in the new mining code.

There does not seem to be any other objectionable feature in the bill but the attention of miners and operators is called to it in order that any desirable changes, additions or eliminations may be suggested while it is open to amendment.

THE PROTEST OF  
THE COKE REGION.

The Interstate Commerce Commission is holding up the proposed reduction in West Virginia coal rates pending the hearing of the Pittsburgh coal operators and the Connellsville coke manufacturers. It is desired to consider the complaint in conjunction.

It is a wise conclusion and its result will probably be the lowering of Western Pennsylvania rates and the advancement of West Virginia rates.

The rates on coke from the Connellsville region to Pittsburgh and Valley points are from two to three times the rates to the Lakes and to Chicago. This is discrimination and against this discrimination the Western Pennsylvania interests are protesting.

Their protest is just and reasonable and will no doubt receive proper consideration.

THE DECISION IN  
THE RAILROAD RATE CASE.

The decision of the Interstate Commerce Commission refusing the railroads permission to advance their rates commensurate with the advance in wages granted some months ago at the tentative intervention of President Taft comes in the nature of a surprise to the public as well as the railroads, both of whom expected the decision would be at least partially favorable to the transportation interests.

The Interstate Commerce Commission undoubtedly has the case exhaustively and carefully considered and we must assume that their decision is based upon good grounds. They tell us that the railroads are fairly prosperous and do not need advanced rates that they have never been more generally prosperous, that economy of operation has been neglected and that the public is not responsible and should not pay for the water and fuel financing of swollen railroads.

The decision will be gratifying to shippers and consumers generally, but it will cause the railroad managers to grieve and possibly to withhold some of their rail and equipment orders, but this will probably be temporary. The situation, as pointed out by the Pittsburgh Gazette Times, was caused materially since the railroads asked for an increase in freight rates. The Gazette Times says:

In the Connellsville region we have not been subjected to serious danger on this account. The most serious result of mining here has been the diversion of water supplies, but this has been a great measure remedied by water lines built and maintained by the coke companies themselves. What ever may be said of Connellsville is a corporation, it must be said to their credit that they have always been willing to relieve communities distressed because of insufficient water supplies.

CONNELLSVILLE'S  
DISGRACEFUL CEMETERIES.

Connellsville's cemeteries are a disgrace to the town.

At least one of them has made enough money to warrant better kept grounds and surroundings.

If the other has not, its management should appeal to the stockholders, and if necessary to the lot owners.

The cemetery company which sells lots of the public for burial purposes enters into an obligation implied if not actually expressed, to maintain the surroundings in an attractive manner.

That obligation does not seem to have been seriously considered by any of the Connellsville cemetery companies.

It is high time they awakened to a sense of their duty.

The Western Maryland is actually among us and will soon be one of us,

and much desired readjustment in the cost of living. Flows, wheat and corn, cotton and tobacco are all declining and it will be an easy matter to divert the movement for additional relief from the transportation companies to the producers and distributors of commodities. The inevitable result of relief in the latter would be to reduce other costs including that involved in labor.

In the meantime the complaint of the Pittsburgh coal operators and the Connellsville coke operators is up for hearing and will probably receive prompt consideration. The decision in those cases, judging from the decision in the case under consideration, will be against raising rates, in which event the rates on Pittsburgh coal and Connellsville coke to competing points will probably be lowered.

THE RAILROAD  
RATE VERDICT.

The decision in the railroad rate question has been variously commented on, but the consensus of opinion seems to be that it will not seriously affect the business interests of the country in spite of the pessimistic utterances of a number of railroad managers. The American Metal Market takes this view of the situation. It says:

The long expected railroad rate decision, particulars of which we gave elsewhere, were made public today, and it is the effect that on the evidence presented and weighed by the Commission, the railroads are entitled to a reduction, as they demanded.

At the coal freight rate there is no question but that the railroads

will be entitled to a reduction.

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## CEMETRIES NEED MUCH ATTENTION.

Former Resident Here Calls Attention of The Courier to It.

## FENCES ONLY A MOCKERY

They Are Neither Dog Proof Nor Cat Proof, He Writes and Investigates Confirms It—Hill Grove and Chestnut Hill Need More Care

The last time I visited Connellsville I took a walk with my sister and among other places we visited was the cemetery. I was surprised at the condition the directors have allowed this property to get into. Everything showed neglected fences were down and dogs and cattle could get into the cemetery at almost any part of what had been an enclosure. I expect some day to be buried in the family burial lot in that cemetery. When I saw the condition it was in, it was on what of a shock to me!

Those are the words written by a man born in Connellsville who went into the world to make his way. He expects to be buried in the town of his birth. His remarks are to the point and of importance to every resident of Connellsville who expects to be buried here. Following the receipt of the letter a representative of The Courier yesterday visited both Chestnut Hill and Hill Grove cemeteries. This is a bad time of the year as far as outward appearances go. The out of doors looks more or less forlorn just now. In the season that is towards the close of winter and nearly approaching spring. But the facts as stated for the former Connellsville boy hold good. There is ev'ry evidence of neglect. Even under the most favorable conditions the local cemeteries do not make any too good a showing. Much of this is due to 'lot owners' neglect but the cemetery management is negligent to a large degree.

Surrounding Chestnut Hill cemetery is a wire fence largely cattle proof but animals of smaller build would find entrance easy at almost any point. In the upper corner of this cemetery near the end of the bridge to the East Park addition there is only a trace left of what was once a fence some overgrown posts and here and there rusted fallen strand of wire. A horse and wagon could drive through various openings. One corner has been taken for a short cut for pedestrians going to and from the East Park addition and in summer particularly on Sunday the consecrated ground is trampled with profane footsteps.

At the Hill Grove cemetery the fence along the Snyderstown road is in a bad condition the posts are bent askew and only relies of the board fence that was once protecting the property remain. Three strands of wire have been stretched on the rotten posts. At different points the wire has broken. At the newly painted gates leading into the cemetery at the head of Fairview avenue there is no sign of a fence on one side although the gates are religiously closed each evening.

There is a good fence, cattle and dog proof on the upper side of the cemetery. At this cemetery there is some attempt made at landscape gardening. Possibly this is one reason of dark summer nights this cemetery is a favorite meeting place of clandestine couples.

Improvements at the Hill Grove cemetery have been under consideration for some months past and only suitable weather is needed before work is started. With the end in view of spending considerable money to improve the cemetery the company did not pay its annual dividend at the January meeting.

The greatest improvement to be done at Hill Grove is the laying of a curb and walk along the Snyderstown road and erection of a concrete wall. The wall will be of such height that here can be a fill along it with a the cemetery marking more lots available. The wall will be too high to be sealed from the Snyderstown road but it is stated there is also to be a holocaust niche erected in addition.

Lot owners are required in both Hill Grove and Chestnut Hill cemeteries to care for their lots and keep them in condition. The failure of men to do this is largely responsible for the unkept appearance of the cemeteries the stockholders say. At Hill Grove a man is constantly employed to all times and especially in summer the grounds make a good appearance.

The Hill Grove cemetery is the only one that pays dividends to its stockholders. Chestnut Hill proved unprofitable and the income is barely sufficient to meet the current expenses. Despite this fact the stockholders will give the matter more attention than otherwise would have been given.

There are but a few remaining lots in Chestnut Hill cemetery but Hill Grove still has much available land. The lots in Hill Grove cemetery range \$50 for a plot 10 feet square and \$1 for one 10 feet wide and 15 feet long. It is more de-irable sections of the cemetery the prices are higher but it was stated. A stockholder in Hill Grove cemetery stated today that the expenses are about \$800 a year. He says the company has paid good dividends until this year when it was not deemed advisable to declare any profits in view of contemplated improvements. Some stockholders have argued for several years past against decreasing further dividends until more

## Fiendish Foreigner Assails Young Mt. Pleasant Teacher.

Camille Sheler, a young school teacher was the victim of a fiendish attack on a lonely spot along the road near Alice mine in East Huntingdon township Monday afternoon. Attacked on the public highway by a man who first rendered her unconscious by a blow on the head the young woman was carried into a lonely woods where the fiend accomplished his purpose. The girl was then left to get along as best she could.

Mrs. Sheler is 20 years of age and the daughter of Dr. J. W. Sheler of Mt. Pleasant. She has been studying in the home with Mr. and Mrs. S. B. Stover of Scottsdale and traveled back and forth on the lines of the West Penn Railways Company. She taught the vice school near the Alice mines of the H. C. Pick Coke Company. It was customary for her to board the 9 o'clock train when she was joined by two other teachers from other schools in the township. Her absence last week was noted by these teachers and also the crew on the car but nothing was thought of it at first.

According to the disconnected story that the young woman tells she had left her school at the usual time and it was at the most lonely part of the road that the man jumped upon the woman and while she was unconscious committed suicide while a prisoner to a county jail and the car was excited.

The police along the road where the girl was assaulted is one that has a history in connection with her misadventure and Mr. Wills was laid away beside his wife in the Ursina cemetery.

Michael H. Wills was born at Freck City, Md. Sept. 17, 1871

died Feb. 19, 1911 and 39 years

months and 2 days. Married to Anna

Lebanon July 21, 1872 and to them were

born 12 children. Their married life

was most happy and during the life

of Mrs. Wills the 4th of each

July marked the 4th of re-opening in the

Wills family is on that day the family

always gathered together the family

home just to celebrate the anniversary

and enjoy the occasion. Since

the death of Mr. Wills a few occur

red things have been done in the

family reunion was arranged to Sep

tember 1st in being the anniversary

of Mr. Wills birth. He leaves to

mourn his memory 10 children seven

girls and three boys, a widow Mrs.

Anna Hyatt, a widow Katherine

Daniel Connellsville, Sam Cross

Tom S. from Louise Cross, Dunbar

Chris in Weaverville, Connellsville

Rosanna Heimbright, Mr. Elizabeth

Morrison who cared for Mr. Wills in

his declining years, his sons

the Joseph Wills, Eli L. W. John B.

W. Mill Run and William Wills

who continues the blacksmith business

of his father in Ursina. The three deceased

children were Mr. Alvin King

a son, a widow and an infant child. His

three surviving children are a grandchild

son, a great grandchild and one

great great grandchild.

## NEW SCHOOL FOR STAR JUNCTION.

Perry Township Board Let the Contract at Saturday's Session.

CONTRACT PRICE \$11,000

Frank G. Luce of Perryopolis will build the new 10 roomed brick veneer structure—Remonstrance Petition Had Been Circulated

Despite the angry signed remonstrance petition the school board of Perry Township met at Perryopolis Saturday afternoon and after a session which lasted until 4 o'clock in the evening let the contract for the new building at Star Junction to Frank G. Luce of Perryopolis for a sum slightly in excess of \$11,000.

The remonstrants alleged that in the new building at Star Junction was needless extravagance but the report was that it would cost about \$10,000. The board looked at it in another view. The present school building of 7 rooms is crowded to its utmost capacity and school rooms are being rented from church and a hall.

Henry D. Weller was the original owner building being erected by himself over 10 years ago. It is shown to be in a very substantial condition and it is whether it is the many years since it was erected in a wonderful manner.

This is the first time it is undergoing remodeling. It was first used as a cigar store trying to old rest

erature. Shaw & Co. single day goods

ware were the next occupants and

owners foolish knaves and Henry

Shaw conducted a general store there

about 10 years ago. The building

came into their possession during that time.

For 27 years Henry in Joseph

Knives occupied the building.

Their dry goods are under the

name of H. & J. Knives & well

known throughout this part of the

country. It is just 10 years ago that

they made extensive improvements in

its place of business.

Three years ago he sold the busi-

ness to Bernard Reichenbach who later

disposed of his business to the present

proprietors, Koebeke & Sons.

This firm intend to repair the entire

building when the repairs are completed

and are making all changes themselves.

The e three owners to be proprie-

tors in the present time are Mrs.

Caroline Shilvion of Washington

Pa. Mrs. Christine Kilbride of Las

Wells street and Henry Knives of

Church place. The valuation of the

building and its interior has undergone

several remarkable changes since it was

built up the brick structure was built

in the 18th century and it has been

worn down since that time and it has

been repaired and it has been

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## MASONIC BANQUET SPLENDID AFFAIR.

There Were Over 260 Guests  
Present Wednesday  
Night.

### ARRANGEMENTS WERE PERFECT

And Banquet, Dance and Reception  
Were Voted the Most Enjoyable by  
Masons of Connellsburg Have Ever  
Held—Decorations Handsome

Notably handsome was the sixth annual reunion of King Solomon Lodge No. 36, held Wednesday in the Masonic Temple on South Pittsburg street. As heretofore the affair was a large and elaborate one. In beauty and brilliance the event excelled any social function held in Connellsburg in recent years. Two hundred and sixty-two persons, including Masons, their wives and sweethearts and prominent Masons from nearby towns were present.

Patrotic appointments prevailed and never did the spacious Temple look more beautiful. The committee in charge of the decorations showed excellent taste in the arrangements of the decorations. The large banquet hall had been transformed into a veritable bower of beauty. A color scheme of red and green predominated. From the four corners of the room to the center of the chandelier were festoons of rhododendron in which was secreted at intervals numerous red and green electric lights, producing very pretty effect.

At the west end of the hall was a large portrait of George Washington draped with rhododendron. Arranged on the wall in shield fashion were large silk flags. Masses of tall palms and ferns were artistically arranged throughout the room.

The table decorations were especially handsome. Tables with cut glass and attractive willow bouquets of red carnations, eight tables, seven of which extended the entire length of the room presented a very festive appearance. Enhancing the beauty of the scene were numerous silver and brass screens with red silk shades. The favors were carnations. Tall cut glass vases of red carnations interspersed with asparagus were used as floral decorations in the ladies parlor and reception room.

One of Premier Williams' tricks is to evade the officers when they come to his house to draw along a Jester between the ceiling and floor. In case his officers applied their ears and eyes to the room's tools, photos and strict measurements used their sextant and compasses while Bill was at large, lauding how much moonshine he had never had. When his neighbors were not with Uncle Sam on the internal revenue question he always paid for his jester's rations at the country store.

A reception was held from 8 until 10 o'clock. The receiving line which was composed of the following Masons: Thomas J. Hooper, O. P. Hess, Alfred J. Cochran, J. Donald Porter, Joseph E. Sims, D. Jerry F. Atkinson, Harry McGibbons, Dr. Harry C. Hoffman, Dr. Robert S. McKee, Warren L. Wright, Dr. G. W. Galligher, Harry Goldsmith, Dr. W. J. Badger, William H. Thomas, William R. Bowden, William R. Scott, F. C. Higher, Weston T. Evans, H. George May and E. K. Dick, received in the reception room.

Promptly at 10 o'clock the guests, as semed in the banquet room to partake of a most elegant repast served by the ladies Aid Society of the Trinity Lutheran church. The menu consisted of all the delicacies of the seas and the manner in which it was served could not have been improved.

The affair was complete in all its appointments. Then J. Hooper master of the Order was toastmaster and introduced Robert A. Armstrong of Monaca. Mr. Armstrong is the speaker of the evening. Music was furnished by Elsie's eight piece orchestra and the floor was in an excellent condition for dancing. The attractive decorations together with the handsome, gowned ladies presented a scene of unusual beauty.

Five hundred was played in the reception room and ladies parlor. Twenty tables were called into requisition for the game. The handsome prizes were awarded to Mrs. E. C. Moore, Mrs. J. T. Evans, Harry McGibbons and John T. Evans. The out of town guests were Mr. and Mrs. Biddle Riddle and daughter, Miss E. Diane of Dickson, Tennessee. Edward Emory and Miss Mac Emory, Miss Stadlander, Mrs. Powell, F. C. McNary, a Pittsburg Miss, Roberta Brier, Mr. and Mrs. Harry McGibbons of Dunbar, Mr. and Mrs. Evans, Miss Diane, Mrs. W. G. Gray, Charles J. Jewell, Miss Alice Horner, Attorney and Mrs. Bruce Sterling of Monaca, Dr. and Mrs. C. D. Anderson, Dr. Robert A. Gano, a New Salem, Dr. and Mrs. J. T. Cochran of Star Junction, Dr. and Mrs. J. Bell, Mr. and Mrs. A. J. Cochran, Mrs. Sara B. Cochran, Mr. and Mrs. A. Rice, Mr. and Mrs. James S. Laugesen of Dawson, Mrs. G. C. Kurtz of Monaca, Miss Martha Bell Long of New Wilmington, Mrs. E. R. McKeever of Pittsburg, F. R. McKeever of Monaca, A. C. Pierce of Monaca, Mr. and Mrs. F. T. Hunt, Hunter, Mr. and Mrs. W. F. Stander, Dr. and Mrs. G. W. Kee, Mr. and Mrs. W. S. Anderson, Dr. and Mrs. L. T. Gilbert, and Mr. and Mrs. J. P. K. Miller of Scottsdale, Miss Mabel Witt of Uniontown, and H. L. Campbell, Ursula.

A special parlor car attached to one of the eastern trains from Pittsburgh to Greensburg Wednesday brought some Greensburgers to Monaca. This time, however, the trip was planned in the company of West Newton to Hermitage and from West Newton through the Yonkers district to the Hunter valley. The party was the guests of the West Penn company and a special trolley car took them from Greensburg to Uniontown where a luncheon was served back to Connellsburg where the big power plant of the company was inspected by the visitors.

The extensive improvements plan

## SOCIALIST TICKET NAMED FOR THE FALL CAMPAIGN.

Convention at Uniontown on Monday With 72 Delegates  
Present Placed Almost Complete Ticket in the Field.

The first political ticket has been placed in the field for the fall campaign. The Socialists at a county convention held in Bowlin Hall at Uniontown on Monday evening nominated a ticket which will appear on the official ballot next November. It is almost complete, there being only a couple of vacancies, one for clerk of courts and one nomination to Poor Director, being left open. The ticket the Socialists have ever nominated in Fayette county. It contains some new names, converts from Democracy to Socialism, converts from Democracy to Socialism. One of them is a former County Chairman of the Fayette Democratic Central Committee who participated in a strenuous judicial campaign noted chiefly for an incident connected with his

## Little Sketch of Old Moonshiner Bill Pritts, King of Laurel Ridge.

Issue of Yukon writing in the Morning Review of Greensburg contributed a little sketch which is interesting to many readers of The Courier even if it does occasion its drift into fiction instead of facts. It follows:

The United States detectives were never able to locate Old Bill Pritts. They baited their traps for him and set their deadfalls but Sir William had no mountings never came around.

The old man of the woods was too smart for the Federal sleuths. They were no in his class. Old Bill was a graduate of the great university of Laurel Hill mountains and he knew all the beasts and birds of the forest and they were his friends.

He was a specialist of hidden secrets and his mind was an X-ray machine which enabled him to see the mountain side at a glance. He had mastered telepathy and could read the minds of all the detectives within a hundred miles of his mountain cabin.

Whenever they started after him he homogeneously suspended himself in the atmosphere and the detectives failed to locate the place where Doctor Bill last stepped off. They saw his footprints on the sands of time and that was all.

One of Premier Williams' tricks is to evade the officers when they come to his house to draw along a Jester between the ceiling and floor. In case his officers applied their ears and eyes to the room's tools, photos and strict measurements used their sextant and compasses while Bill was at large, lauding how much moonshine he had never had. When his neighbors were not with Uncle Sam on the internal revenue question he always paid for his jester's rations at the country store.

Bill's religion was strictly paid in advance. As it is a matter of the best quality, so far as words were concerned of Mohammed, Infidels, Brahmin and Tolstoi. He never let the joy conditions of King Solomon, King David, Young and Alexander, David come within a stone's throw of his ear. When he wanted to see a great man he never took his coat off, but he always had on his coat and his coat was always on his back.

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## NO ADVANCE IN FREIGHT RATES.

The Interstate Commerce Commission Decides Against Companies.

### OLD TARIFF IS RESTORED

Decision States That Railroads Have Not Proven That Higher Rates Are Justifiable—Surprise to Railroads and Shippers.

WASHINGTON, Feb. 24.—The Interstate Commerce Commission decides against the railroads, in both the "eastern" and the "western" cases. The decision eagerly waited by roads and shippers alike, was handed down late yesterday afternoon.

Proposed advances in class freight rates in official classification territory, aggregating among all the railroads in the territory approximately \$27,000,000 a year, were disapproved by the commission.

In the case involving the increases by the railroads in western trunk line territory the commission also declined to approve or propose advances in commodity rates.

The carriers in both cases are required to cancel on or before March 10 their advanced tariffs and restore their former rates, which are the rates now in effect. If this requirement be not complied with, the commission will issue a formal order suspending the proposed advances and putting into effect the existing rates for at least two years.

In the case of the railroad commission of Texas against the Atchison, Topeka & Santa Fe railway and other carriers known popularly as the southwestern rate case, the commission declined to disturb the commodity rates of the first-class rates complained of. The defendants are ordered, however, to reduce the second-class rates which were increased from \$1.21 to \$1.25 to \$1.25. On the remaining classes the defendants are required to restore the rates in effect before the increased rates were published.

In brief this is the disposition made by the Interstate Commerce Commission of the most important cases ever brought to its attention. In a sense, the decisions were in the nature of a surprise to railroad officials and other experts who had followed closely the proceedings, a majority of whom believed the commission would grant some increase to the western lines if not to the eastern.

After considering exhaustively the whole subject, however, from every viewpoint, the commission could not see its way clear to grant any advance in rates, although it concedes that, in the case of some of the roads, an increased revenue is needed.

In what is known as the eastern case the commission was embarrassed by the admitted fact that several of the lines in the territory were paying good dividends upon existing rates, while other carriers in the same territory were barely able to make both ends meet—a few of them scarcely that.

In the western case the carriers entered a powerful plea for increased revenue in order that they might have additional money to put into improvements and betterments, which would enable them to handle with the greater facility the constantly increasing traffic of the country.

The same argument was advanced in support of the proposed advances in official classification territory; but Commissioner Prouty, who wrote the opinion in the eastern case, says:

#### Argument Fails to Appeal.

"This argument does not appeal to us. We doubt the practical difficulty suggested (that of obtaining by loan sufficient money to finance the roads), and, were it true, it is not apparent that the general public should stand responsible for the mistakes which have been made in financing these railroad systems."

Both the eastern and western cases were brought to public attention in the spring of 1910. Just prior to the enactment of the existing interstate commerce law, which, in part, became effective on June 18, 1910, the railroads of official classification territory—all in all—and those of Western Trunk Line Association territory filed with the Interstate Commerce Commission tariffs making general increases in their freight rates.

The tariffs filed by the eastern lines increased the first-class rate, between New York and Chicago points 15 cents; a 100 pounds—from 75 cents to 90 cents; and made proportional advances on the other five classes. Some advances also were made on commodity rates; but the great bulk of commodity tonnage of freight was not disturbed. The proposed advances affected approximately 15 per cent. of the total freight tonnage.

Approximately the same amount of tonnage was affected by the increases proposed by the western lines, but the class rates were not affected in any way. Commodities alone were increased, the average advance on about 180 different articles being substantially 15 per cent., the increase varying from about 4 per cent. in some cases to 35 per cent. in others.

At the time the tariffs were filed, the commission had no authority to suspend advances in rates pending an investigation of their reasonableness; but after conferences with the commission and with President Taft, the railway officials agreed voluntarily to suspend the rates until August 1.

Meantime, on June 18, the present law was passed giving the commission power to suspend rates. Subsequently the proposed tariffs against were suspended voluntarily, first until Nov. 1, and later until February 1, 1911. The commission found itself unable physically to conclude its consideration of the cases by February 1 and again the rates were suspended until March 15.

In withholding, finally, its approval of the proposed increases, the commission holds—and its decision in both the eastern and western cases was unanimous—that the carriers did not in the proceedings sustain what the law imposes upon them, i. e., the burden of proof that absolute necessity existed for the advances proposed.

The announcement from Washington, D. C., that the Interstate Commerce Commission had decided against the railroads in the rate cases, reached officials of leading trunk lines in Pittsburgh late yesterday afternoon and practically no opinion could be offered as to what the decision would mean.

Officials of the Pennsylvania Lines said that the railroads in the Lines West territory had advanced wages alone to the extent of \$35,000,000 per year since the last freight rate increase. In addition the costs of operating and material's consumed in railroad operation, they said had increased enormously. The 55,000 miles of road involved in these increases, it was stated, had promised to advance rates on what was known as class freight, or merchandise, so as to increase the earnings of the roads \$27,000,000 annually, and partially offset this great increase in costs.

NEW COAL OPERATIONS.

Boswell and Johnstown Capitalists Will Open Fleck Estate.

The farm in Jenner township, Somerset county, belonging to the B. S. Fleck estate, has passed into the hands of Boswell and Johnstown capitalists, who intend opening mines and operating them.

Surveyors are at work locating the tipple and a line for a siding from the B. & O., while workmen are clearing the right of way. It is thought that the first coal will be shipped about July next. Among the Somerset counties interested in the project are Justin Volk, Frank Pease and Frank D. Allen, all of Boswell. The tract, which contains 428 acres, was secured from the Fleck heirs by Justice of the Peace Shumucker of Boswell, who made a trip to Chicago to see one of the heirs.

#### MORE WORK

Fifteen Hundred Men Get Employment at New Steel Plant.

About 1,500 mechanics and laborers were given steady employment when the large plant of the Allegheny Steel Company at Braddock, resumed operations in full at midnight Sunday.

The mill will be run steadily several months, the company having been awarded large contracts calling for the delivery of material by April 1 and June 1, and there are many others booked for delivery at various times.

The plant of the West Penn Steel Company is also running steadily and the payroll this week is one of the largest since the plant was erected, about two years ago.

#### MORE BUILDINGS

Are To Be Erected For the Pittsburgh Testing Station.

The Federal Bureau of Mines at the old Arsenal grounds, Pittsburgh, is soon to be enlarged and improved by the erection of several buildings. Captain Elmer W. Clark, quartermaster in the United States Army, has been ordered to Pittsburgh to select the sites and superintend the construction of the buildings needed by the bureau of mines for storage facilities and other purposes.

Details of the proposed additions have not been made known. The request for improvements was made some time ago and has been favorably acted upon at Washington.

#### FEENEY IS SUSPENDED.

Must Clear Himself of Charges of Favoritism Say Miners.

PITTSBURGH, Feb. 24.—Francis Feenan has been discharged from all the rights and privileges of the miners' organization until he clears himself of charges which have been made against him. The action was taken at a special meeting of his own local union, No. 1239, at Castine, last Saturday night. The meeting, last well into Sunday morning.

More than 200 members of the local union were present. Joseph Alton acted as chairman and Joseph Zek was secretary.

#### WORKING FULL TIME.

Tarr Residents Pleased With a Six Days Run.

TARR, Pa., February 24.—The central plant of the H. C. Frick Coke Company will give work to the employees for the full six days of this week. This will be the first whole week of work there since the shutdown in the latter part of last year.

#### A Coal Deal.

WASHINGTON, Feb. 24.—The largest sale recorded for several weeks in the office of the County Recorder was that in which the deed was filed yesterday for coal lands by Johnetta Coal Company to the Pittsburg Coal Company at a price of \$45,000. All of the land is located in the borough of Nottingham and consists of eight parcels.

The parcels are designated as follows: 40.14 acres, 3/4 acres, .30 acres, 50.14 acres, .18 acres and 1.27 acres.

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Annual Capacity of Combined Works 60,000,000

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Davidson, B. & O. and P. R. R.	Iron Oxide..... .60
Layton, B. & O. R. R.	Lime..... 1.80
Kingston, L. V. and P. R. R.	Magnesia..... .15

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Other Shiner Steel Co., Plants 2 and 3..... 1,108	C. C. Coal Co., Plants 1 and 2..... 800
Austin Coal & Coke Co., Plants 2 and 3..... 420	Tyler and Sykesville Wks., H. C. Frick Coke Co., Plants 2 and 3..... 1,000
Colonial Coke Company, Smelt..... 100	Yorckrun, Sheaf and Blitner, Struthers Coal & Coke Co., Fairbank Works..... 160

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OF THE  
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OF PENNSYLVANIA, 1909-10.

BY BAIRD HALBERSTADT, F. G. S.

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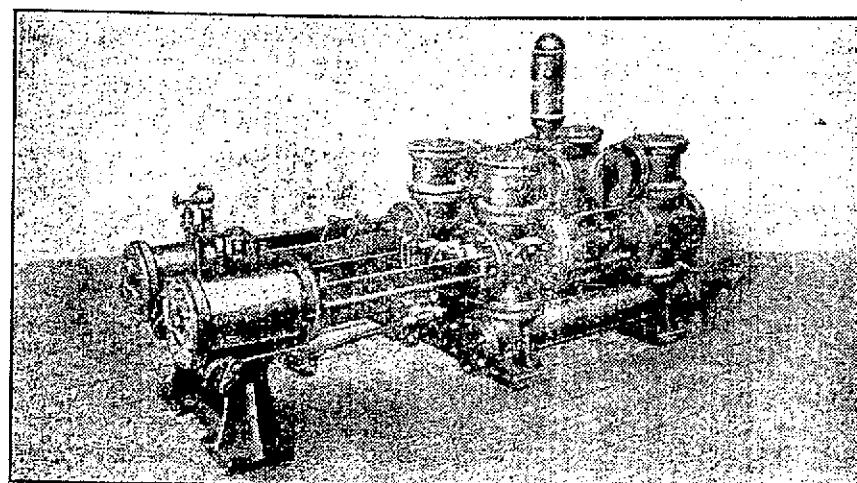
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